



***Land Use
Regulation
in
Somerville***

***The
“Somerville by Design”
Code***

***Meeting #1
Zoning Advisory
Committee
January 31, 2013***

Presentation Outline

- Form Follows Regulation
- History of Zoning in Somerville
- Late 20th Century Zoning Strategies
- Why Change the Code
- The “Somerville by Design’ Initiative – Elements of a new code for Somerville

Form Follows Regulation:

If this is what we want?



Form Follows Regulation:

If this is what we want?



Form Follows Regulation: If this is what we want?



Form Follows Regulation:

If this is what we want?



Form Follows Regulation: If this is what we want?



Form Follows Regulation:

If this is what we want?



Form Follows Regulation: Why does zoning get us this instead?



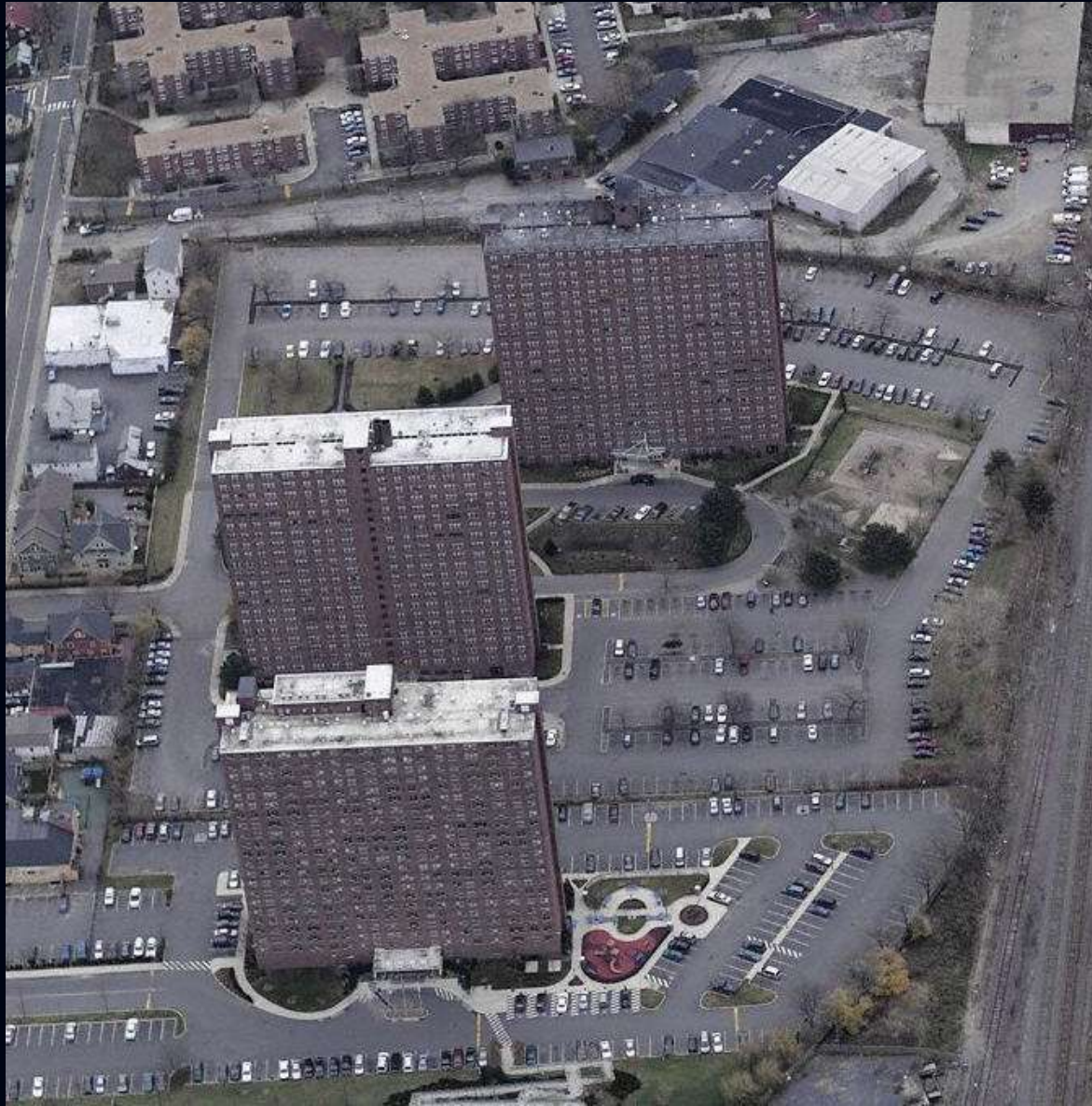
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Form Follows Regulation:

Why does zoning get us this instead?



**CAVE PEOPLE
CITIZENS
AGAINST
VIRTUALLY
EVERYTHING**

History of Zoning in Somerville

BUILDING ZONE ORDINANCE

of the

City of Somerville

Massachusetts

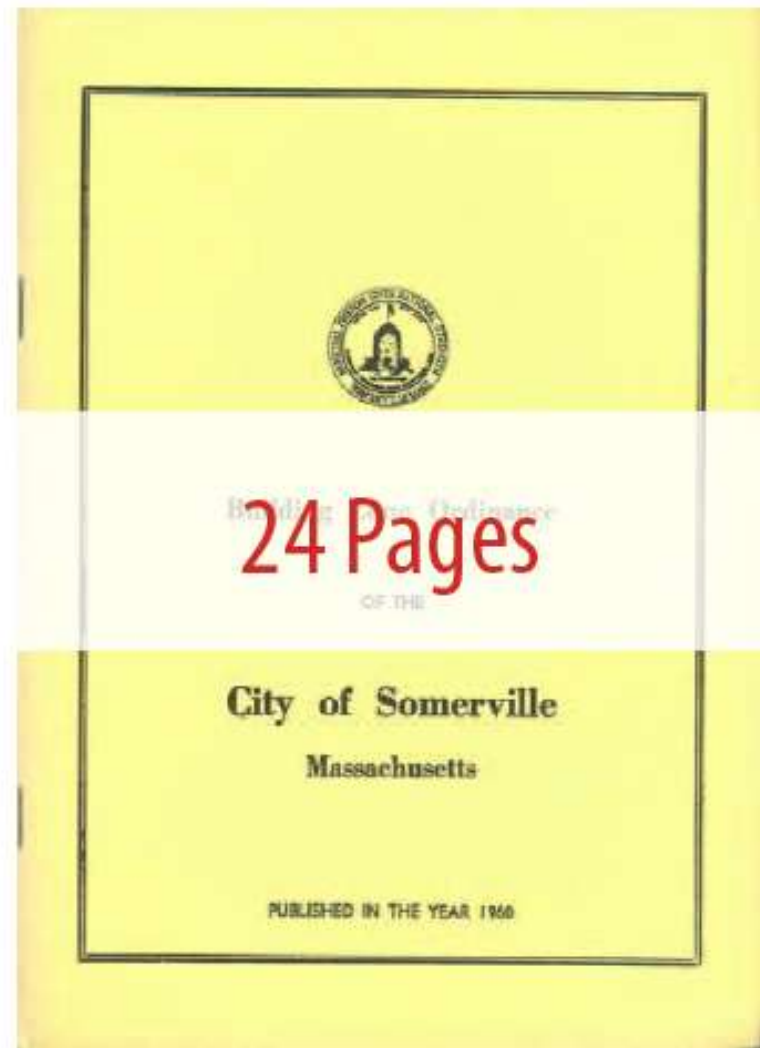
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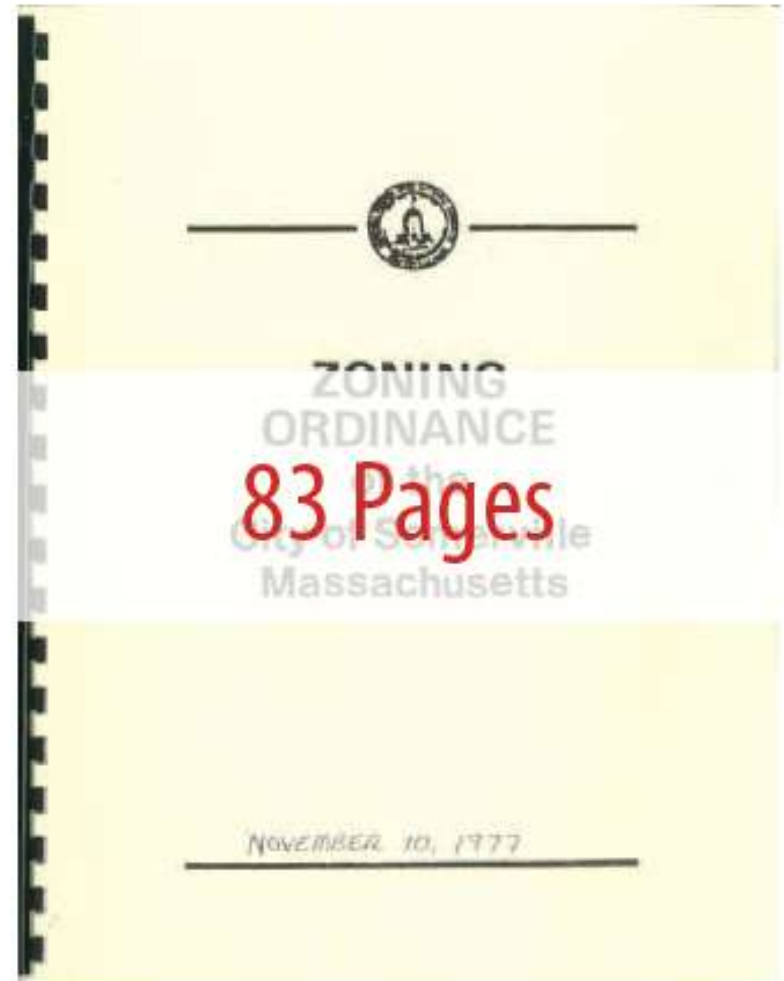
1960 As guided by “Zoning for Tomorrow” a report written by the Somerville Planning Board on proposed amendments to the Building Zone Ordinance, the first major revision of the SZO in 35 years featured the addition of:

1. Floor Area Ratios (FAR) to control the ultimate bulk of buildings and to a limited degree population density;
2. a use category to permit the conversion of existing dwellings to house additional families;
3. lot area per dwelling unit requirements to limit the conversion of existing dwellings to house additional families;
4. an increase of minimum side and rear setbacks and a provision to decrease rear setbacks for shallow lots; and
5. the first provisions for providing off-street parking facilities.



1977 A comprehensive Zoning Up-Date amended the ordinance to include:

1. a three unit maximum density limit applied to the conversion of existing dwellings;
2. lot coverage maximums; and
3. landscaped area minimums.



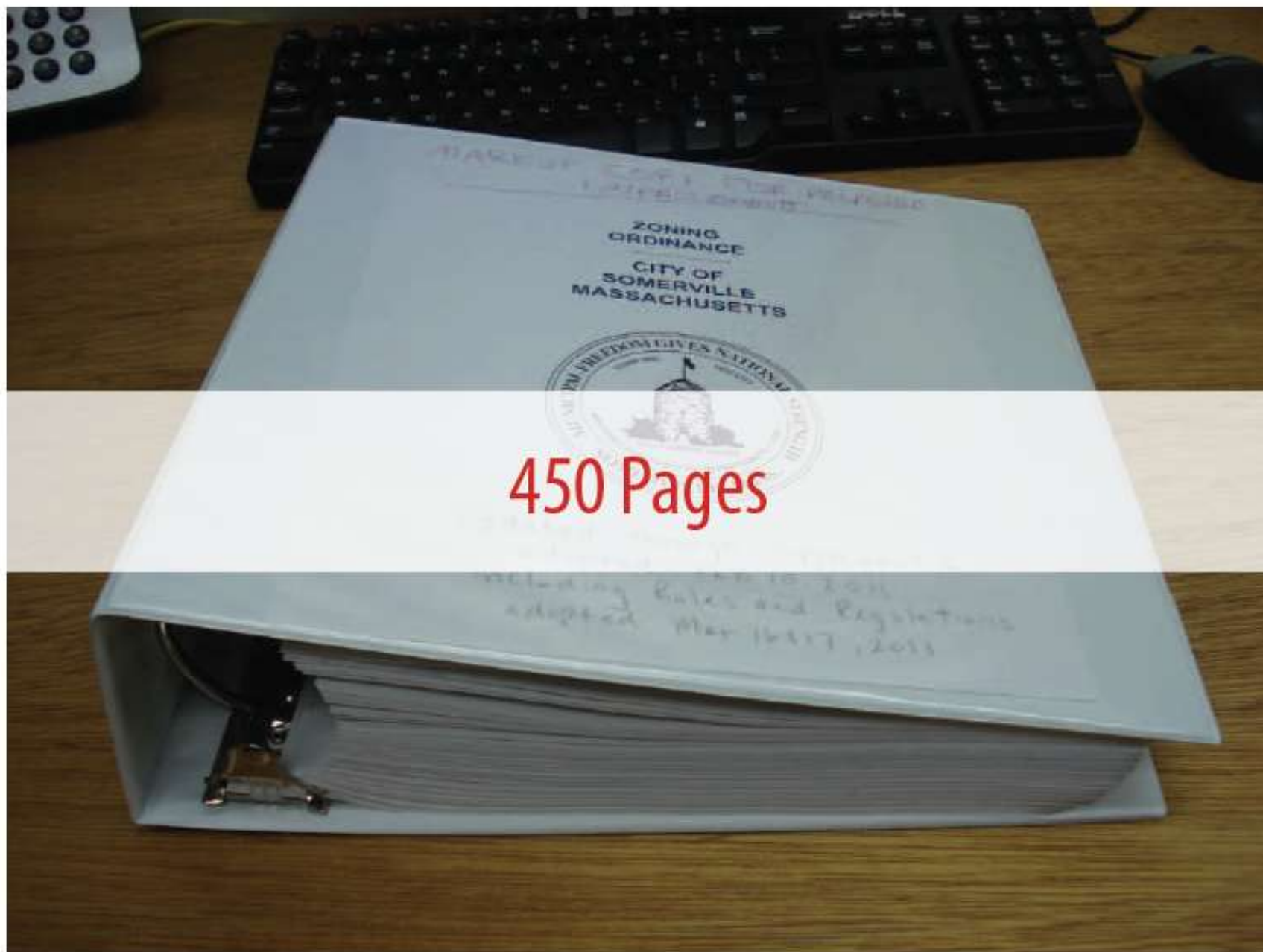
1988 Updates proposed by the Planning Board with support from outside consultants added:

1. minimum lot size requirements;
2. minimum lot frontage requirements; and
3. the application of lot area per dwelling unit requirements for all new construction.



- 1990 A comprehensive planning and legal review of the zoning ordinance by a Zoning Review Task Force lead to the approval of an extensive rewrite of the SZO that included the addition of:
1. height limits in feet;
 2. limits for only one principal structure per lot by right;
 3. a special permit to allow more than one principal structure per lot;
 4. a maximum number of dwelling units per lot; and
 5. a special permit to waive the maximum number of dwelling units per lot if a minimum percentage of affordable units were provided on-site and other dimensional standards were met.





Late 20th Century Zoning

Conventional Zoning Tools:

The Benefits of Late 20th Century Zoning

- Control of changes in use
- Control of density through special permits
- Height limits to protect views and reduce shadows
- Protection of areas for heavy industry
- Establishment of adequate off-street parking
- Assurance of minimal site landscaping
- Predictable provisions for affordable housing through inclusionary zoning and linkage
- Management of subdivision that exceeds that allowed in MGL 41

Conventional Zoning Tools:

The Limitations Of Late 20th Century Zoning

- Emphasis on regulation by use, without analysis of impacts
- Administration cannot balance certainty and flexibility
- System established to use 'nonconformity' review as a proxy for 'design review'
- Regulations deviate from historical building forms
- Complexity in areas where simplicity is needed
- Codes are long . . . And sorted by subject
- Difficult to build public support for regulatory changes because it is difficult to answer the 'what will it look like' question, because . . .
- Density regulations do not directly address form or design

Zoning Tools: Density – Regulating by Lot Area per Unit



Zoning Tools: Density



Zoning Tools: Density



Zoning Tools: Density



Zoning Tools: Density



Zoning Tools: Density



The Limitations of Zoning in Somerville, MA

- 90+% of residential lots are non-conforming
- Current system requires review for most projects
- Code provides minimal requirements, through findings, to determine appropriate project design
- Guidelines are easy to vary
- Few large-house large-lot projects can be built by-right
- Recent addition of TOD and Corridor districts
- Other code amendments are mixed into existing code
- Too much emphasis on use

Zoning Tools: Regulation of Allowed Uses

- 19. Baths, Turkish
- 25. Boxing arena
- 28. Chinchillas, retail sales
- 41. Eleemosynary institutions
- 42. Embalming business
- 95. Physical culture institution
- 109. Potato chip manufacturing
- 127. Tombstones, retail sales
- 135. Turkish Baths

Zoning Tools: Regulation of Allowed Uses

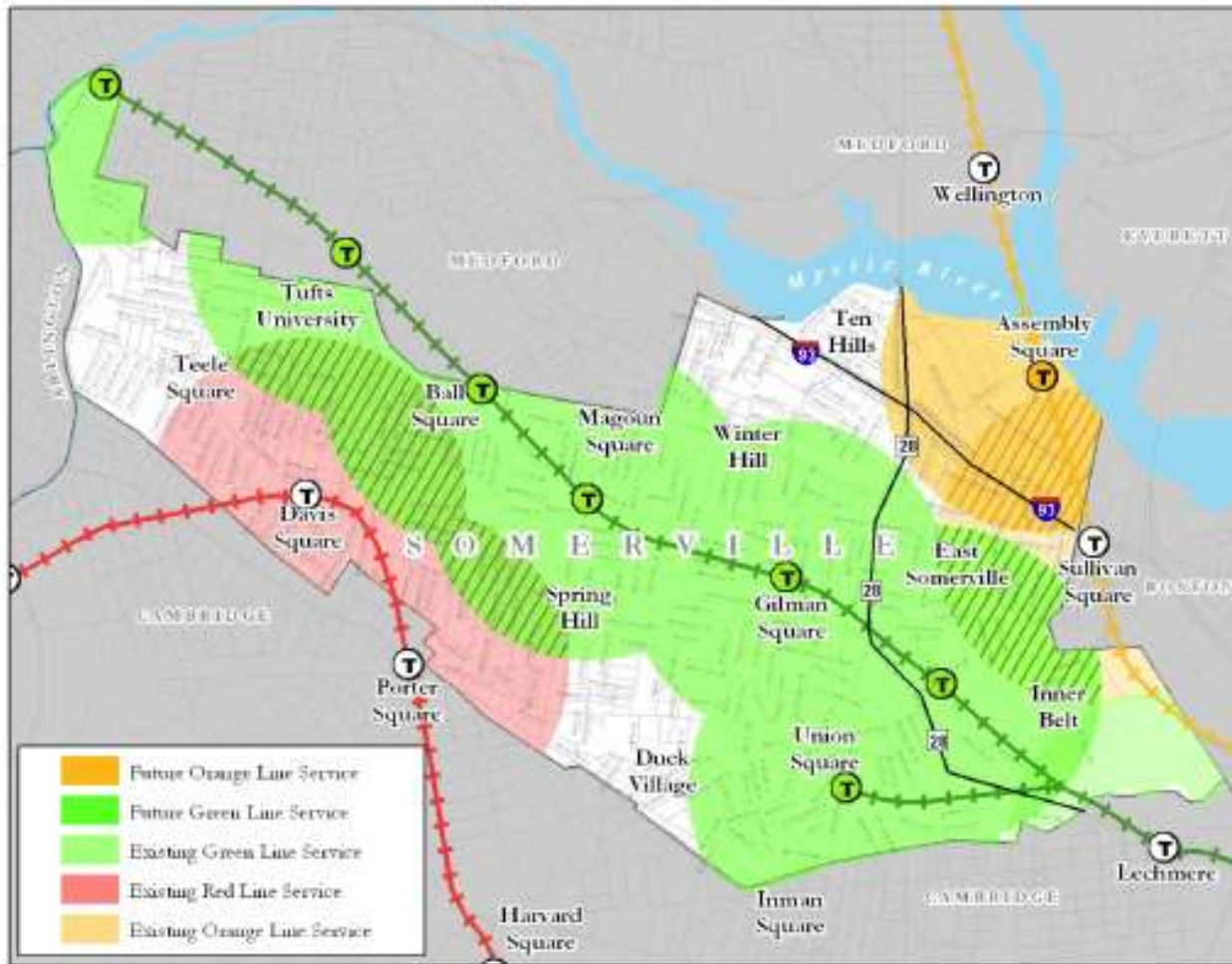
Somerville: 291 use categories:

- 7.11.4.e Home Occupation (not including below)
- 7.11.4.f Office, within a primary residence, of an architect, attorney, physician or dentist
- 7.11.8.6 Photocopying or commercial printing
- 7.11.8.10 Newspaper distribution agency
- 7.11.9.5 Store selling or renting goods such as books, stationary, drugs, sporting goods including bicycles and accessories, jewelry, photographic equipment and supplies, flowers, novelties, cards, footwear, apparel, fabrics, accessories, and the like that are typically of a size a customer can carry by hand
- 7.11.9.6 Store selling or renting video tapes
- 7.11.8.8 Store selling hardware, paint, wallpaper, lawn and garden supplies
- 7.11.11.11 Limousine rental and minor servicing
- 7.11.11.12 Bus and taxi rental

Zoning Tools: Special Permits

- “designed in a manner that is compatible with the existing natural features of the site and is compatible with the characteristics of the built and unbuilt surrounding areas.”
- “consistent with the general purpose of this ordinance”
- “where practical, new or infill building construction should share the same orientation to the street as is common in the neighborhood”
- “will not create adverse environmental impacts”

Change is coming . . .



. . . And the community has prepared for it . . .





Somerville Vision

City of Somerville, Massachusetts
Comprehensive Plan | 2010-2030



Endorsed by the
Somerville Board of Aldermen
April 12th, 2012

Adopted by the
Somerville Planning Board
April 19th, 2012

*Somerville: an Exceptional Place to
Live, Work, Play, and Raise a Family*



30,000 New Jobs as part of a responsible plan
to create opportunity for all Somerville workers and entrepreneurs



125 New Acres of Publicly-Accessible Open Space
as part of our realistic plan to provide high-quality and well-programmed community spaces



6,000 New Housing Units - 1,200 Permanently Affordable
as part of a sensitive plan to attract and retain Somerville's best asset: its people.

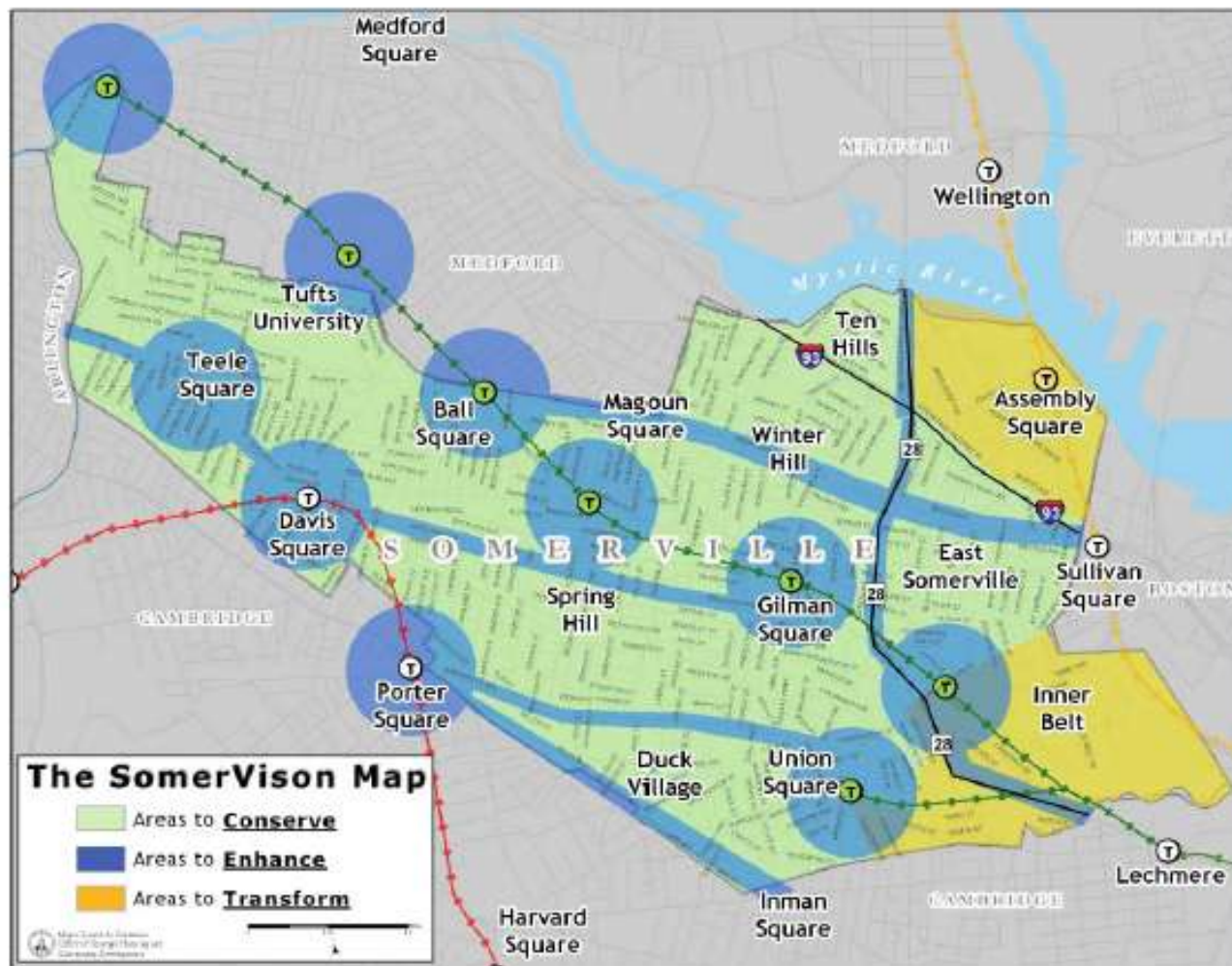


50% of New Trips via Transit, Bike, or Walking
as part of an equitable plan for access and circulation to and through the City.



85% of New Development in Transformative Areas
as part of a predictable land use plan that protects neighborhood character

Our Vision: The SomerVision Map



The SomerVision Map illustrates our Vision for the community to:

Conserve

our great residential neighborhoods

Enhance

our funky squares and commercial corridors

Transform

opportunity areas on the eastern and southern edges of Somerville.



Photo: Julie Maltos

. . . But do we have the tools to make it happen?

Can a land use regulation system for Somerville:

- reflect what a Somerville wants, rather than just prohibit what we does not want?
- provide more direction for planning staff?
- reflect Somerville's community character?
- entitle the result we want from the SomerVision plan?

The Appliance and The Grid



“If we know what the appliance is

- Christopher Alexander

The Appliance and The Grid



“If we know what the appliance is

We need to find the plugs to connect it to the existing power grids.”

- Christopher Alexander

The Appliance and The Grid

Goals of the SomerVision Plan



- Board of Aldermen
- Zoning Board of Appeals
- Planning Board
- Conservation Commissions
- DPW
- Fire Department
- State Regulators
- Etc.

“If we know what the appliance is

We need to find the plugs to connect it to the existing power grids.”

- Christopher Alexander

The Appliance and The Grid

**Goals of the
SomerVision Plan**

**The
Somerville
by Design
Code**

- Board of Aldermen
- Zoning Board of Appeals
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- Fire Department
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- Etc.

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The Form Based Code: A National Best Practice

Conventional Zoning



Form-based Codes



Use

Management

Form

Somerville by Design: Unique Solutions for Somerville



Somerville by Design:

The Somerville Way

- Transparency in Government
- Best Practices: Setting and Using National Models
- Statistical Based Performance Management
- Nimble, Unique and Outstanding in the Boston area
- Innovation in everything we do

Somerville by Design:

Four Challenges of the SZO

1. Code structure is unworkable:
 - Language is unreadable and subject to wide interpretation
 - Attempts to describe physical form through words
 - Answers to basic questions are scattered across sections
 - Additional districts are cobbled onto code structure
2. RA/RB Districts don't provide a predictable outcome:
 - Nonconformity is used as a proxy for design review
 - Large by-right lots have no design review
 - Wide ranges of possible outcomes by special permit
 - Larger infill projects are difficult to match neighborhood context
3. Transit station zoning is misapplied on the map
 - Innerbelt and Brickbottom are in industrial zones
 - Gilman, Magoun and Ball Square redevelopment is limited
 - Porter and Davis have select areas that are underzoned
 - New Union Square and Broadway zoning struggle from being attached to this document
4. Problems #2 and #3 cannot be fixed until we fix #1

Somerville by Design:

Benefits of a new SZO

- Continues our tradition as a model for best practices in municipal government
- Enhances the customer service experience for applicants, landowners and abutters
- Implements over 100 recommendations of the SomerVision plan in a regulatory structure that will produce long-term impacts
- Provides predictable high quality physical outcomes
- Attract high quality developers and businesses to Somerville

Somerville by Design:

How Do We Get There?



***Don't mess
with what works***

Somerville by Design:

We do NOT intend to change

- ASMD
- Tufts
- Current approved PUDs

Somerville by Design:

We do NOT intend to change

- Language, definitions and strategies that work
- Planning Board and ZBA roles and responsibilities
- General procedures for project review
- Tufts
- Current approved PUDs

Somerville by Design:

We anticipate MINIMAL change

- New zoning districts: CCDs, TODs
- Inclusionary zoning (outside of the RA/RB areas)
- Linkage

Somerville by Design:

We MAY NOT immediately address

- Neighborhoods squares that don't have new physical design plans:
 - Davis Square
 - Teele Square
 - Porter Square
- Boundary lines where a planning process has not told us to change them (i.e. residential lots will stay in the residential zone, for now)



***Create a Unified
Neighborhood
Residential District***

AND

***A Pattern Book of
Somerville Homes***

Somerville by Design:

The RA / RB report

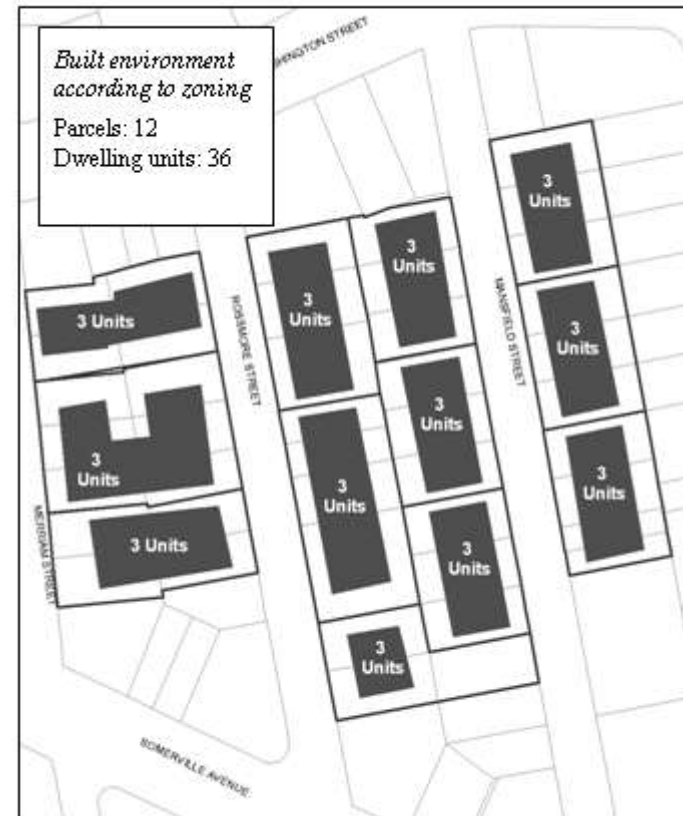
- Identifies challenges of using non-conformity for design review
 - Wide variety of possible outcomes
 - Odd divisions between by-right, SP and Variance
 - Encourages use of SP for affordable housing – but context is lost
- Identifies basis of non-conformities (lot size, setback, coverage, height)
- Establishes:
 - That there is no real difference between RA and RB
 - That FAR is not an effective measure in a neighborhood district
- Introduces the concept of Somerville building types
- Recommends:
 - Single zone
 - Building-type based code (no need for FAR)
 - Design review strategy
 - Pattern book
 - Neighborhood conservation districts, where appropriate
 - Encouraging more affordable housing and development by transit



***Regulate by
"Building Type"***

Zoning tools in Somerville, MA

Comparison of Current Built Environment to Result Mandated by Zoning: Sample RB District



A conforming house:



A non-conforming house:



Livermore Development Code

5.01.070

Building Types

5.01.070 Duplex, Stacked

General Note: the drawings and photos below are illustrative.



The entry to the right opens to a stair leading to the upper unit, which takes up the entire upper floor. The door to the left opens directly into the lower unit, which takes up the entire lower floor.

A. Description

This Duplex building type consists of structures that contain two units, one on top of the other. This building type has the appearance of a medium to large single-family home. This type is typically integrated sparingly into single-family neighborhoods or more consistently into neighborhoods with other medium-density types such as bungalow courts, fourplexes, or courtyard apartments. This building type enables the incorporation of high-quality, well-designed density within a walkable neighborhood.

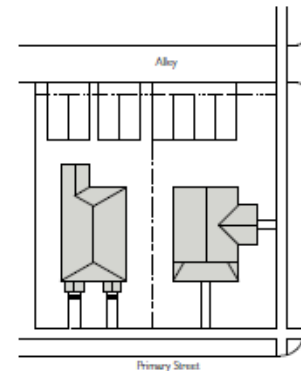
This is the preferred type of duplex on 50' wide lots in Livermore neighborhoods not zoned for single-family because it is capable of accommodating two units in a smaller footprint, thus maximizing compatibility in size and privacy to the rear of adjacent units.



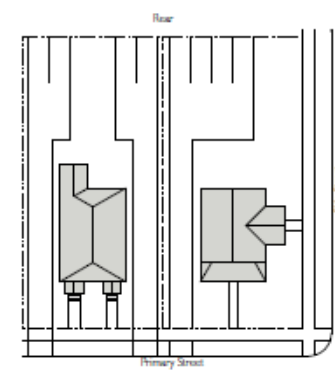
The scale of this duplex makes it compatible with adjacent single-family homes.

Building Types

5.01.070



Typical Alley Loaded Plan Diagram



Typical Front Loaded Plan Diagram

Key

— ROW / Property Line ■ Building Area

B. Lot

Lot Size

Width 50' min., 75' max.
Depth 100' min., 150' max.

C. Pedestrian Access

Main Entrance Location Primary street

On corner lots each unit shall front a different street.

D. Frontages

Allowed Frontages

Porch
Stoop

E. Vehicle Access and Parking

Parking spaces may be enclosed, covered, or open.

F. Open Space, Usable

Width 15'/unit min.
Depth 15'/unit min.
Open Space Area 300 sf min.
Required street setbacks and driveways shall not be included in the open space area calculation.

G. Building Size and Massing

Main Body

Width 36' max.

Secondary Wing

Width 24' max.

Detached Garage

Width 36' max.
Depth 25' max.

H. Miscellaneous

Both units shall have entries facing the street no more than 10' behind the front façade.

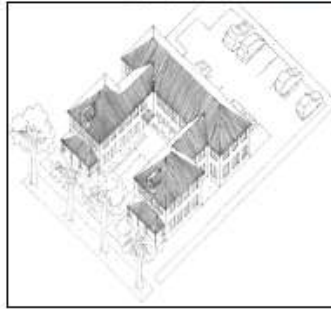
Livermore Development Code

5.01.110

Building Types

5.01.110 Courtyard Apartment

General Note: the drawings and photos below are illustrative.



C-shaped courtyard building with short wall defining the threshold for the sidewalk into the courtyard, from which all units are entered.

A. Description

The Courtyard Apartment building type consists of structures that contain multiple attached and stacked units, accessed from a courtyard or series of courtyards. Each unit may have its own individual entry, or up to three units may share a common entry. This type is typically integrated sparingly into single-family neighborhoods or more consistently into neighborhoods with other medium-density types such as duplexes, fourplexes, or courtyard apartments. This building type enables the incorporation of high-quality, well-designed density within a walkable neighborhood.



Entries from units engaging and activating the courtyard.



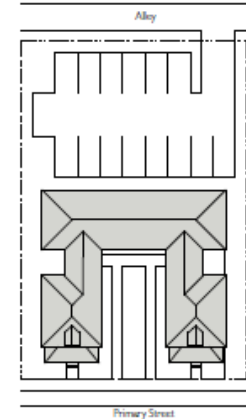
Courtyard building with stooped entries and seating area as the focal point for the shared space.

5-20

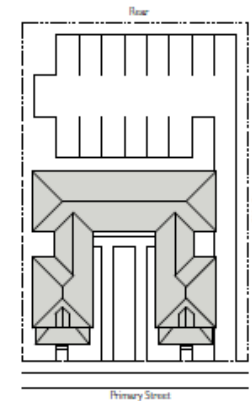
Livermore Development Code

Building Types

5.01.110



Typical Alley Loaded Plan Diagram



Typical Front Loaded Plan Diagram

Key

— ROW / Property Line ■ Building Area

B. Lot

Lot Size	
Width	100' min., 150' max.
Depth	100' min., 150' max.

C. Pedestrian Access

Main Entrance Location	Public Courtyard
No more than 3 units may enter from one stoop or corridor.	

D. Frontages

Allowed Frontages

Porch

Stoop

E. Vehicle Access and Parking

Parking spaces may be enclosed, covered or open.
Garages may be detached or tuck-under.

F. Open Space, Usable

Courtyard	
Width/depth/height ratio	1:1
Width/depth	20' min.
% of width of building	50% max.
Edge of courtyard not defined by building shall be defined by 2'-6" to 3' tall wall.	
No private open space is required.	

G. Building Size and Massing

Main Body

Width 80' max.

Secondary Wing

Width 30' max.

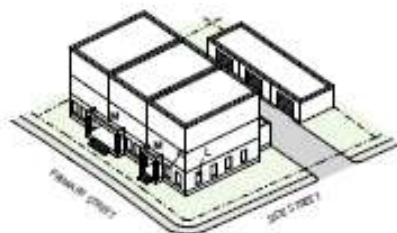
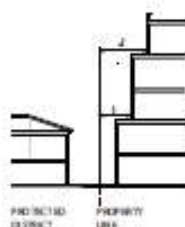
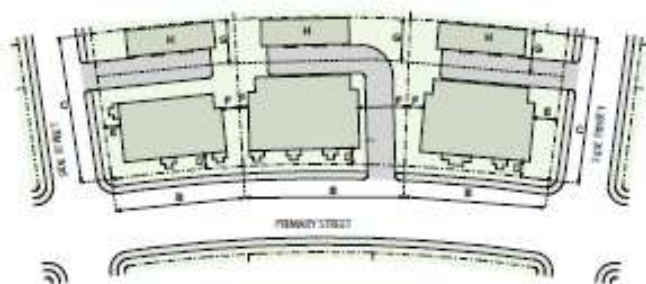
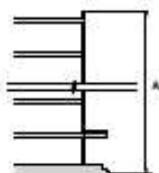
Detached Garage

Depth 30' max.

Livermore Development Code

5-21

Marine Corps Marine Corps



HEIGHT

		S-MX 2x						
HEIGHT		S-MX-2	S-MX-3	S-MX-5	S-MX-8	S-MX-12	S-MX-3	S-MX-5
A	Stories (max)	2	3	5	5	5	3	5
A	Feet (min/max)	na/35'	na/40'	na/70'	na/70'	na/70'	na/40'	24/70'

SITING

		S-MX-21						
SITING		S-MX-2	S-MX-3	S-MX-5	S-MX-8	S-MX-12	S-MX-3	S-MX-5
ZONE LOT								

Use Restrictions

Ground story within required build-to-portion must have at least one primary use, other than parking of vehicles.

REQUIRED BUILD-TO

	50% 0/80'	50% 0/80'	50% 0/80'	50% 0/80'	50% 0/80'	75% 0/75'
Primary Street (min % within min/max)	50% 0/80'	50% 0/80'	50% 0/80'	50% 0/80'	50% 0/80'	75% 0/75'
Side Street (min % within min/max)	na	na	na	na	na	75% 0/75'

SETBACKS

D	Primary Street (main)	0'	0'	0'	0'	0'	0'	0'
E	Side Street (main)	0'	0'	0'	0'	0'	0'	0'
F	Side Interior (main)	0'	0'	0'	0'	0'	0'	0'
	Side interior, adjacent to Protected District (main)	S-MOI-2c 5' 10'	10'	10'	10'	10'	10'	10'
G	Rear (main)	0'	0'	0'	0'	0'	0'	0'
	Rear, adjacent to Protected District, alley/no alley	0'/10'	0'/10'	0'/10'	0'/10'	0'/10'	0'/10'	0'/10'

FARMING

Surface Parking between Building and Primary Street/Slack Street	Allowed/Allowed	MS: Not Allowed/Not Allowed
Surface Parking Screening	See Article 10, Division 70.5	
Vehicle Access	From alley; or Street access allowed when no alley present See Sec. 3.3.7.d.	

ACCESSORY STRUCTURES

H. Detached Accessory Structures Allowed	max 500 3.3.4
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DESIGN ELEMENTS

BUILDING CONFIGURATION							
Primary Street-Facing Attached Garage Door Width (feet per structure)	20'	20'	20'	20'	20'	20'	20'

Upper Story Setback above 27', adjacent to Protected District: Rear alley, front, no alley and Side Interior (trim)

Upper Story Setback above 57'; adjacent to Protected District; Rear alley; Rear, no alley and Side Interior Order)	na	na	35'/40'	35'/40'	35'/40'	na	35'/40'
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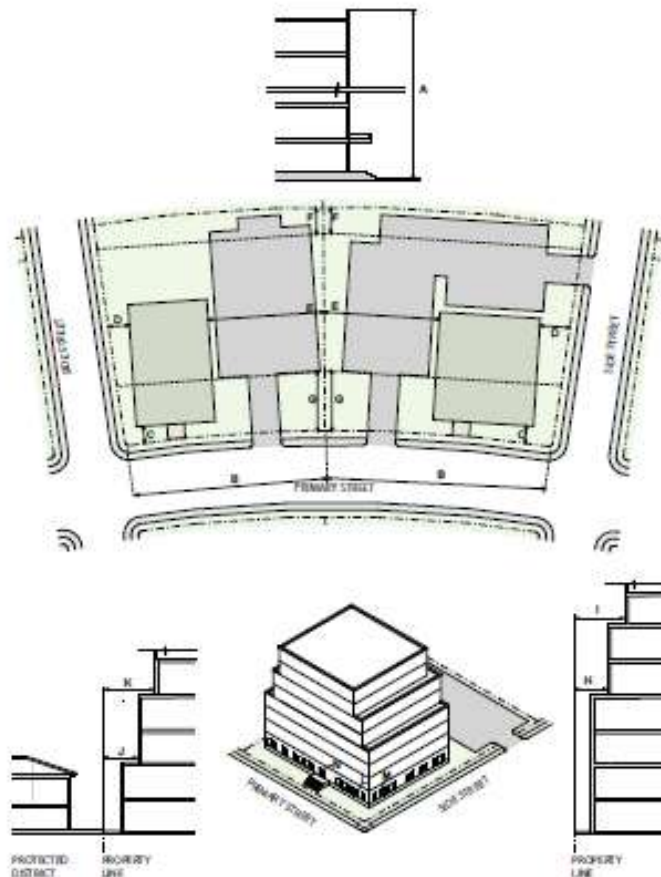
GROUND STORY ACTIVATION

K Transparency Primary Street (min)	30%	30%	30%	30%	30%	60% if Residential Only: 40%
L Transparency Side Street (min)	25%	25%	25%	25%	25%	25%

M Pedestrian Access Each unit shall have a street-facing Entrance

F. Apartment (1 of 2)

Not to Scale. Illustrative Only.



APARTMENT (1 OF 2)

HEIGHT	S-MU-3	S-MU-5	S-MU-8	S-MU-12	S-MU-20
A Stories (max)	3	5	8	12	20
A Feet (max)	80'	65'	100'	140'	230'
Feet, within 175' of Protected District (max)	na	na	75'	75'	75'

SITING	S-MU-3	S-MU-5	S-MU-8	S-MU-12	S-MU-20
ZONE LOT					
Zone Lot Size (min)	8,000 ft ²	8,000 ft ²	8,000 ft ²	8,000 ft ²	8,000 ft ²
Zone Lot Width (min)	50'	50'	50'	50'	50'
Building Coverage per Zone Lot, including all accessory structures (max)	na	na	na	70%	70%
Dwelling Units per Primary Residential Structure (min)	3	3	3	3	3

REQUIRED BUILD-TO	S-MU-3	S-MU-5	S-MU-8	S-MU-12	S-MU-20
D Primary Street (min/ft within min/max)	50%	50%	50%	50%	50%
	0/80'	0/80'	0/80'	0/80'	0/80'

SETBACKS	S-MU-3	S-MU-5	S-MU-8	S-MU-12	S-MU-20
C Primary Street (min)	10'	10'	10'	10'	10'
D Side Street (min)	5'	5'	5'	5'	5'
E Side Interior (min)	7.5'	7.5'	7.5'	7.5'	7.5'
Side Interior adjacent to Protected District (min)	10'	10'	10'	10'	10'
F Rear, alley/no alley (min)	10'/20'	10'/20'	10'/20'	10'/20'	10'/20'

PARKING	S-MU-3	S-MU-5	S-MU-8	S-MU-12	S-MU-20
Surface Parking between building and Primary Street/Side Street	Allowed/Allowed				
G Surface Parking Setback (min)	See Sec. 13.3.5				
Vehicle Access	Access determined at Site Development Plan Review				

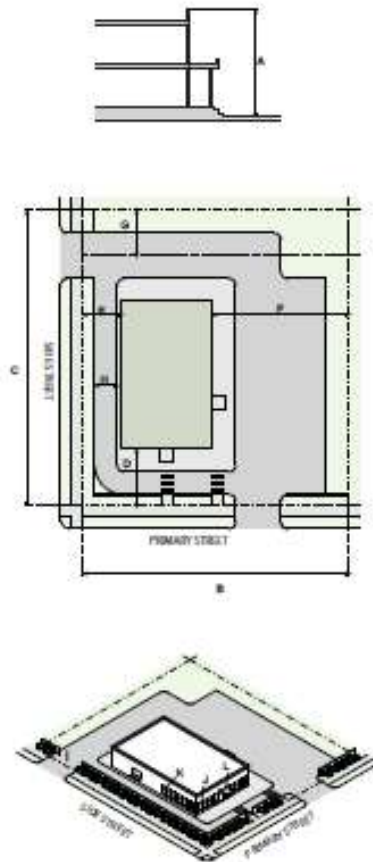
DESIGN ELEMENTS	S-MU-3	S-MU-5	S-MU-8	S-MU-12	S-MU-20
BUILDING CONFIGURATION					
Primary Street-Facing Attached Garage Door Width (max per structure)	30'	30'	30'	30'	30'
H Upper Story Setback Above 80' Side Interior	na	15'	na	na	na
Upper Story Setback Above 51', Side Interior	na	na	15'	15'	15'
I Upper Story Setback Above 75', Rear, alley/Rear, no alley and Side Interior	na	na	20'/30'	20'/30'	20'/30'
J Upper Story Setback above 37', adjacent to Protected District: Side Interior (min)	25'	25'	25'	25'	25'
K Upper Story Setback Above 40', adjacent to Protected District: Rear, alley/no alley	na	30'/40'	30'/40'	30'/40'	30'/40'
Upper Story Setback above 51', adjacent to Protected District: Side Interior (min)	na	40'	40'	40'	40'

GROUND STORY ACTIVATION	S-MU-3	S-MU-5	S-MU-8	S-MU-12	S-MU-20
L Transparency, Primary Street (min)	30%	30%	30%	30%	30%
M Transparency, Side Street (min)	25%	25%	25%	25%	25%
N Pedestrian Access, Primary Street	Pedestrian Connection				

See Sections 13.3 - 13.7 for Supplemental Design Standards, Design Standard Alternatives and Design Standard Exceptions

J. Drive Thru Restaurant (2 of 2)

Not to Scale, Illustrative Only



DRIVE THRU RESTAURANT (1 OF 2)

HEIGHT	S-CC-3, -3a, -5, -5a S-MX-3, -5, -8, -12 S-MS-3, -5	
	S-MX-3	S-MS-3, -5
A Stories (max)	2	3
A Feet (max)	35'	45'

SITING	S-CC-3, -3a, -5, -5a S-MX-3, -5, -8, -12 S-MS-3, -5 Option A	
	Eating/Drinking Establishment Primary Use with Accessory Drive Thru Use Only	

USE RESTRICTION		Eating/Drinking Establishment Primary Use with Accessory Drive Thru Use Only
REQUIRED BUILD-TO		
Primary Street (min % within min/max)	Corner Lots: 50% 0'/10' All other: 75% 0'/5'	
Side Street (min % within min/max)	50% 0'/10'	
SETBACKS		
Primary Street (min)	0'	
Side Street (min)	0'	
Side Interior (min)	0'	
Side Interior, adjacent to Protected District (min)	10'	
Rear (min)	0'	
Rear, adjacent to Protected District, alley/no alley (min)	0'/10'	
PARKING AND DRIVE THRU		
Surface Parking between building and Primary Street/Side Street	Not Allowed/Not Allowed	
Surface Parking Screening	See Article 10, Division 10.5	
Drive Thru Lane between building and Primary Street/Side Street	Not Allowed/Not Allowed	

DESIGN ELEMENTS	S-CC-3, -3a, -5, -5a S-MX-3, -5, -8, -12 S-MS-3, -5	
	S-MX-3	S-MS-3, -5
BUILDING CONFIGURATION		
Upper Story Setback Above 27' adjacent to Protected District: Rear, alley/ Rear, no alley and Side Interior (min)		
	na	15'/25'
GROUND STORY ACTIVATION		
H Transparency, Primary Street (min)	40%	60%
I Transparency, Side Street (min)	25%	25%
J Pedestrian Access, Primary or Side Street	Entrance	Entrance



***Codify the
Somerville by
Design
Station Area Plans
into
Neighborhood
Square
Zones***

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OCTOBER

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Visioning Session

NOVEMBER

28 & 29

Design Charrette

JANUARY

8

Plan Presentation

OFFICE OF STRATEGIC PLANNING &
COMMUNITY DEVELOPMENT
Joseph A. Curtatone, Mayor





***Create Solutions
For
Innerbelt and
Brickbottom
Based on the
Forthcoming
IB/BB Plan***

A purple-tinted photograph of a residential street corner. In the foreground, a crosswalk is visible on the asphalt. A large, bright yellow number '6' is superimposed over the left side of the image, partially obscuring a house and a utility pole. The house in the background has a gabled roof and a small porch. A utility pole with several wires and a transformer is in the center. A large tree stands to the right of the pole. The sky is clear and light blue.

6

***Create
Use Clusters
and
Performance Standards
for
Individual Uses***



***Create a
Modern Sign Code***



***Create
Parking Regulations
for a
Transit-Based
City***

Somerville by Design: Parking Regulations

- Parking Variances Required For:
 - Transit-Oriented Projects
 - Restaurants in Davis Square
 - Establishing small street retail
 - Etc.



A
Readable
Document

Somerville by Design:

Better Codes

- Examples Include:
 - Denver, CO
 - Livermore, CA
 - Lowell, MA
 - Jamestown, RI
 - Hamden, CT
- Codes in Progress:
 - Cincinnati, OH
 - Indianapolis, IN
 - Burlington, VT
 - Buffalo, NY

The Somerville by Design Code

- A realistic solution that preserves what works
- A new single neighborhood residential district with a Pattern Book of homes
- An organizing strategy around 'building types', using the best practices of Form-Based Codes
- A strategy to reflect the plans for enhancement of city squares
- A strategy to reflect the plan for growth and change in Innerbelt and Brickbottom
- A system of performance Based Zoning and Clusters for Uses
- A modern sign code
- A transit-centered parking code
- A customer-friendly document

